

Approved

CITY OF BREMERTON
PLANNING COMMISSION
MINUTES OF REGULAR MEETING
March 15, 2016

CALL TO ORDER:

Chair Wofford called the regular meeting of the Bremerton Planning Commission to order at 5:35 p.m.

ROLL CALL

Commissioners Present

Chair Wofford
Vice Chair Nethery
Commissioner Goodnow
Commissioner Nerf
Commissioner Strube
Commissioner Tift

Staff Present

Andrea Spencer, Director, Department of Community Development
Allison Satter, Senior Planner, Department of Community Development

Quorum Certified

APPROVAL OF AGENDA

COMMISSIONER TIFT MOVED TO APPROVE THE AGENDA AS PRESENTED. COMMISSIONER NERF SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

APPROVAL OF MINUTES

COMMISSIONER TIFT MOVED TO APPROVE THE MINUTES OF FEBRUARY 16, 2016 AS PRESENTED. VICE CHAIR NETHERY SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC MEETING

Call to the Public (public comments on any item not on the agenda)

Chair Wofford asked if there were any comments from citizens. Seeing none, he closed the public portion of the meeting.

Workshop: Zoning Code Amendments Related to the 2016 Comprehensive Plan Periodic Update

Ms. Satter advised that the Growth Management Act (GMA) requires the City to complete a major update to its Comprehensive Plan and development regulations by June 30, 2016. The Commission forwarded the draft update to the City Council in November, 2015, with a recommendation of approval. The plan is now going through the City Council process and more information is available at www.bremerton2035.com. She explained that the Comprehensive Plan provides the vision for how Bremerton should grow over the next 20 years, and the Zoning Code is the way the City controls the physical

development of land and the kinds of uses to which each individual property may be put. The Zoning Code is derived from and must be consistent with the goals and policies in the Comprehensive Plan.

Ms. Satter advised that the City's Zoning Code, as a whole is in good shape. However, as staff has worked with the document for the past 10 years, they have identified some changes that need to be made. She advised that a summary of all of the proposed amendments can be seen at www.bremerton2035.com. She recommended that citizens contact staff before the April 19th public hearing to request additional information beyond what is included on the website. She specifically reviewed the following proposed amendments to the Bremerton Municipal Code (BMC):

BMC 20.42 – Definitions

Ms. Satter explained that the definition section is key because the City is working to implement a more form-based code, which does not list every use that is or is not permitted. Staff is proposing the following amendments:

- **Automobile Sales** – Automobile sales will be considered general retail uses if they are located wholly indoors. An example includes a person who may want to sell classic cars and has a large indoor showroom.
- **Dwelling Units** –The proposed amendment would add “duplexes,” which are not included in the current definition. The definition was also amended to include “dormitories,” which are key in the Comprehensive Plan for the Olympic College. Dormitories are also considered “multi-family” and allowed wherever multi-family is allowed. A dormitory is defined as sometimes shared kitchen space and other times not.
- **Group Residential Homes** – Group residential homes include uses such as assisted living homes, adult family homes, and halfway houses. The definition was reorganized to make it concise and provide clarity.
- **Recreational Vehicle and Storage Yard** – The proposed amendments are intended to clarify and assist with code enforcement.
- **Gross Floor Area** – An acronym was added to this definition to be consistent with the code.
- **Mini Storage** – Under the current definition, mini storage is only allowed within the Light Industrial zones as a primary use. The new definition would allow the use in some other zones as an accessory use that is subordinate to the primary use.

BMC 20.44 – General Standards

Ms. Satter explained that the proposed amendment would revise the traditional front yard setback, which was originally established to address redevelopment along Shore Drive where houses are built close to the property line and do not meet the front yard setback requirement. This section of code allows all new development to have the same traditional front yard setback as the neighboring homes. Staff is recommending that two of the three provisions in this section should be retained as they meet the intent of the code. However, the proposed amendment would eliminate the provision that requires the development to be within five feet of the neighboring property because this provision has been problematic.

Ms. Satter stated that the code requirements for drive-through facilities were revised in 2013, and staff is now only proposing some minor clarifying amendments.

BMC 20.48 – Off-Street Parking

Ms. Satter said the language in this provision is confusing as far as its applicability. Bremerton is a built environment with many existing buildings, and numerous potential businesses have been lost because they could not meet the parking requirement. The proposed amendment would revise the parking standard so that no additional parking would be required when the use of an existing structure is changed, as long as the footprint or size of the building is not expanded. The proposed amendment is intended to encourage redevelopment.

Ms. Satter said the Residential Use Chart was revised to include parking standards for senior housing complexes. The parking standard for this use is currently in the residential building standards (BMC 20.46.090) which is proposed to be removed.

Ms. Satter advised that all parking reduction provisions that were dispersed throughout the code would be consolidated into this chapter. In addition, a provision was added to allow an applicant to do a parking impact analysis to reduce parking. Reductions would also be allowed for transit improvements, assisted living, or if a development is located within a center. The provisions for satellite parking versus joint-use parking were also simplified for clarity and application.

BMC 20.50 – Landscaping

Ms. Satter reminded the Commission that the landscape provisions were last updated in 2008, and only minor changes are proposed. As residential zones have been added, the landscape provisions were updated to require visual screening for commercial developments adjacent to Residential zones, anywhere the current code requires screening for low-density residential uses. In addition, a provision was added that Public Works would be required to review any trees located within the rights-of-way.

BMC 20.52 – Signs

Ms. Satter said this chapter would be revised to clarify exempted signs. As proposed, signs that are not readable from public or private rights-of-way or waterways can be exempt from sign regulations. Small message/bulletin boards and kiosks would also be exempt from sign regulations. Clarification was added to “prohibited signs” to address animated/video features on signs. The proposed amendment would also address the adaptive reuse of sign, which is consistent with the City’s goal of promoting the adaptive reuse of public, semi-public and commercial structures. As proposed, signs on commercial buildings within low-density residential zones must comply with the special purpose sign provisions.

Ms. Satter said the non-conforming sign provisions were revised in 2014. As written, if more than \$50,000 of improvements are made to a structure, all non-conforming signs must be removed and replaced with appropriate signage. She referred to the Motel 6 that was destroyed as the result of an unintended casualty. As per the code, the extensive improvement of the structure would require them to replace their non-conforming signs. The proposed amendment would add a provision that would exempt situations that result from unintended casualties.

Ms. Satter referred to a Supreme Court decision (Reed Versus the Town of Gilbert), which changes the way jurisdictions address non-commercial speech signs (political signs, philosophical signs, etc.). Staff is working with the City Attorney to ensure compliance with this decision, and that work is not complete. The City will come back to the Planning Commission after the Comprehensive Plan update to talk about how the Supreme Court decision could impact the City’s sign code.

BMC 20.60 through 20.98 – All Zoning Designations

Ms. Satter reviewed the proposed changes to the zoning designations as follows:

- **BMC 20.60 – Low Density Residential (R-10).** The existing R-10 regulations work well, and few changes have been proposed. One amendment would allow “mineral resource extraction” as a conditional use in the R-10 zone, provided it is within the Mineral Resource Overlay. Another change would remove the “neighborhood compatibility” provision, which has not been tremendously beneficial and has just added complexity to permit review. The proposed amendments would also eliminate BMC 20.60.066 (allowable density and lot area in a center) and BMC 20.60.068 (allowable density and lot area in underutilized urban fringe areas). She reminded the Commission of the Comprehensive Plan policy that calls for encouraging efficient permit review by eliminating unnecessary regulatory impediments, improving certainty in development regulations and providing an expedited permit process.
- **BMC 20.62 – General Commercial (CG).** The Commercial Corridor, Wheaton Way Redevelopment Corridor, Marine Industrial, and Industrial Park designations were consolidated into a single, General Commercial (CG) designation. The uses were consolidated and automobile sales and repair, fully-enclosed boat storage and residential uses of all types were added as allowed uses. However, new language was added to clarify that the storage of junk vehicles would not be

allowed. Mini-storage as a primary use would be allowed in the CG zones with a conditional use permit. Light industrial would also be allowed in the CG zones, with the exception of marijuana production.

- **BMC 20.70 – District Center Core (DCC).** The provisions in this section were revised to be consistent with the Comprehensive Plan. Mini-storage was added as an allowed accessory use. A transitional use provision was also added to allow residential uses on the first floor at this time. However, through the building permit review process, a developer must demonstrate that the first floor could be easily converted to commercial space if and when it is appropriate.
- **BMC 20.74 – Business Core (BC).** This designation is only utilized in the Downtown Subarea Plan within the Warren Avenue Corridor zone. As Harrison Hospital is leaving the City of Bremerton, it is important to provide ample opportunities for an urgent care or other forms of medical facilities to locate in Bremerton. As a result, hospitals and medical clinics were added as allowed uses in all appropriate zones.
- **BMC 20.75 – Downtown Core (DC).** This designation is only utilized in the Downtown Subarea Plan. The proposed amendment would allow provisions pertaining to the change of use or rehabilitation of existing buildings. The intent of this proposed change is to acknowledge the built environment. In addition, staff is proposing that Item d (storage of equipment and materials) be removed from the list of prohibited uses found in BMC 20.75.050. This will accommodate the previously proposed amendment that allows mini-storage as an accessory use.
- **BMC 20.76 – Downtown Waterfront (DW).** The proposed amendment would add hospitals and medical clinics as permitted uses, and remove boat sales, storage and repair from the list of prohibited uses.
- **BMC 20.78 – Medium Density Residential (R-10M).** As discussed earlier, staff is proposing revisions to the code to allow duplexes. The intent is to encourage and accommodate redevelopment of existing areas with duplexes (Lebo, Sheridan, and Sylvan). As the current code is written, any redevelopment would require that the existing duplexes be eliminated and replaced with a single-family home. The R-10M designation would allow townhomes and duplexes that meet density, which is 5 to 10 units per acre. The R-10M designation is intended to be duplicative of the R-10 designation. For density, just allow some additional housing types.
- **BMC 20.79 – Multifamily Residential (R-20).** The proposed amendment would expand the designation to include areas with existing multifamily structures (Pine Road, Anderson Cove). The R-20 designation is included in the current code, but is only utilized in downtown. The proposal is to expand the designation to other areas of the City, which will require additional development standards. The height limit for the R-20 zone would be 45 feet for residential uses and 60 feet for conditionally-allowed uses.
- **BMC 20.82 – Neighborhood Business (NB).** The Limited Commercial, Neighborhood Business and Neighborhood Center Core designations were consolidated into a single NB designation. The proposed amendment would utilize the Neighborhood Center Core design and development regulations. The list of outright uses was consolidated, and the size limitation for development within the NB designation was moved from the design standards to the development standards.
- **BMC 20.86 – Freeway Corridor (FC).** The provisions in this designation would be updated to make visual screening for development adjacent to residential zones.
- **BMC 20.92 – Employment Center (EC).** The proposed amendment would remove all references to Harrison Hospital to provide more opportunities. Duplexes were also added as allowed uses, as well as residential uses of all types. Mini-storage would be allowed in the EC zones as accessory uses. While light industrial uses would be allowed with a conditional use permit, the provision was updated to exclude marijuana production and processing. It was noted that marijuana production and processing are allowed in the Industrial and Freeway Corridor zones.
- **BMC 20.94 – Industrial (I).** This designation was revised to be like the FC zone, which allows all uses except those specifically listed.

- **BMC 20.96 – City Utility Lands (CUL) and BMC 20.97 – Watershed (WS).** All references to Wireless Telecommunication Facilities were changed to Wireless Communication Facilities.
- **BMC 20.98 – Institutional.** This is the City's higher-education zone that now applies only to the Olympic College area (the zone was also previously around Harrison Hospital). The zone intention was amended via the Comprehensive Plan. Hospital facilities were removed from the chapter as allowed uses and duplexes and dormitories were added. Opiate substitutional treatment facilities were removed as an allowed use with a conditional use permit. It was noted that when the City updated its development standards in 2012, it was decided that the most appropriate place for these facilities is within the Freeway Corridor and/or near a hospital. Since hospital uses would no longer be allowed in the Institutional zone, the opiate substitutional treatment facilities should also be removed.

Subarea Plan Amendments

Ms. Satter reviewed the proposed subarea plan amendments as follows:

- **Downtown Subarea Plan.** The Downtown Subarea Plan was adopted in 2007. The Comprehensive Plan was amended to expand the Downtown Subarea Plan boundaries and the zoning was revised to be more consistent with the neighborhoods. Although development is happening, staff has noted errors that need to be corrected. For example, street typologies need to be corrected, figure numbers need to be updated, and references to the BMC standards need to be added. New maps will be inserted to the Downtown Subarea Plan to identify the new subarea boundaries and correct the zoning designations. The Neighborhood Business Overlay would be amended to allow commercial uses throughout the entire area and not just along corners.
- **South Kitsap Industrial Area Subarea Plan.** This plan was originally adopted in 2012 as the South Kitsap Industrial Area (SKIA), but it was recently rebranded to be the Puget Sound Industrial Center-Bremerton. The map was revised to exclude one small parcel from the Manufacturing Industrial Center (MIC) because it has more access from Sunny Slope, is more residential in nature, and is separated from the MIC by a critical area.
- **Bay Vista Subarea Plan.** This plan was adopted in 2006 as the West Park Subarea Plan, but it was later revised and renamed in 2012. The proposed amendment would revise the plan to cite appropriate references to the BMC to be consistent with the changes that were made when the commercial designations were consolidated. The plan would also be revised to remove the maximum parking standard.
- **East Park Subarea Plan.** This plan will be adopted as currently written.
- **Manette Subarea Plan.** As currently proposed, this subarea plan would be revoked, but the area would still be considered a center that is regulated through the BMC and the development provisions of the subarea plan will be put into the zoning code.

Ms. Satter announced that a public hearing on the proposed Zoning Code amendments is scheduled for April 19th. The subjects of the hearing will include proposed amendments to the Zoning Code, limited proposed amendments to the Shoreline Master Program (SMP), and proposed amendments to the Downtown, Bay Vista and Puget Sound Industrial Center-Bremerton Subarea Plans. Following a recommendation from the Planning Commission, the City Council will consider the proposed amendments at a public hearing on May 18th for both the Zoning Code and Comprehensive Plan updates.

In addition to the changes outlined above, Ms. Satter noted the following:

- The development agreement provision was not removed from BMC 20.02.160.
- None of the language related to recreational vehicles on private lots was removed from BMC 20.46.050.
- BMC 20.14 (Critical Areas Ordinance) was revised to update the definition for "Fish and Wildlife Habitat and Conservation Area" by replacing "priority habitat species and species of local importance" with "species or habitat of local importance."
- The chart in BMC 20.40 was updated to include proper acronyms (R-20 instead of MR).

Approved

- Scrivener's errors were corrected throughout the document.
- Map E in the SMP was altered to be consistent with the Downtown Subarea Plan, which identifies the area south of the bridge as multifamily residential rather than commercial.

Ms. Satter reported that the City has received 83 comments to date. Most recently, Comment 81 was a request to allow automobile sales within the DCC. Staff has proposed that automobile sales not be allowed in this zone, as the DCC zone is targeted to having higher density and development and being more pedestrian friendly. However, as proposed, automobile sales would be allowed in the GG and FC zones. Comment 82 was a request to allow drive-through facilities within the DCC zone. The Commission went through a process in 2013 to allow drive-through facilities in more zones that what was previously allowed and design standards were added, as well. No drive-through facilities have been requested since the code was updated, and staff is not inclined to support allowing them within all areas of the DCC zones.

Ms. Satter reviewed that the Commission will have just one more meeting relative to the Comprehensive Plan Update, and it is hoped that the City Council will complete its review by May 18th. Information regarding both the Comprehensive Plan Update and the Zoning Code amendments can be found at www.bremerton35.com, and public comments are encouraged.

Chair Wofford invited members of the audience to comment on the proposed amendments.

Bill Broughton, Bremerton, expressed his belief that the parking requirements should be flexible. He questioned why the City should be telling him how many stalls he needs for his project. If he doesn't provide enough parking, the project will not be viable. He shared an example of property in the Manette area where the original parking requirement of two stalls per unit made multifamily residential development cost prohibitive. As proposed, the parking standard would be reduced to one stall per unit, but he suggested the City go further. Market studies indicate that the demand in downtown Bremerton is for studio apartments that will be occupied by younger people who do not own cars. He recommended that the parking standard (Table 7 in BMC 20.48.060) should be set at 0.5 stalls per residential unit and then allow the market to control whether or not more parking is needed.

Rick Cadwell, Bremerton, said he recently went through a pre-submittal conference for a small apartment complex with 24 studio units, which currently requires 1.5 stalls per unit. He said he supports the proposed amendment to reduce the parking requirement to one stall per unit. However, he suggested that if development is within close proximity to a transit stop, the parking requirement could be further reduced.

No one else in the audience indicated a desire to provide comment.

Commissioner Nerf asked staff to respond to Mr. Broughton's and Mr. Cadwell's request to lower the parking requirement to .5 stalls per unit. **Ms. Satter** said the current proposal is to lower the parking requirement to one stall per unit for properties located within centers, and the parking requirement for the downtown is set at 0.5 stalls per unit. She also referred to a provision in BMC 20.48.100, which allows the City to approve a lower parking standard in the other DCC zones if an applicant provides a parking impact analysis that supports the lower requirement. The Commission could decide to expand the requirement of 0.5 stalls per unit beyond the DC zone or require an additional study to obtain the lower requirement. **Director Spencer** pointed out that the proposed amendment to reduce the parking requirement was based on a request from Mr. Broughton, and staff did not do a tremendous amount of research before making the recommendation to lower the standard. She said the 0.5 parking requirement is working well for projects in the DC zone because there is good access to transit. However, the issue could be more complicated in other areas. She summarized that Mr. Broughton and Mr. Cadwell are requesting that the lower requirement be allowed by right rather than requiring applicants to go through a process to justify the lower standard.

Vice Chair Nethery said he researched the parking issue further and learned that certain areas of Seattle require no parking for new development. While he is not recommending the same for Bremerton, he believes that developers are better able to assess the parking needs for their projects. He felt it would be better to have a clear standard at the lower level. While requiring a parking impact analysis would be a viable option, it does not allow investors to know what the possibilities and obstacles will be upfront. The lower standard would provide more flexibility with little impact.

Approved

Commissioner Strube agreed. He observed that numerous properties have been empty for a number of years. Those that are close to downtown or on bus lines should be allowed a lower, more flexible parking standard.

Commissioner Strube questioned the fairness of prohibiting automobile sales on some properties along Wheaton Way when the use is allowed just ¼ mile away in another zone. One empty lot is located two doors down from an existing car lot. **Ms. Satter** displayed Zoning Map 1, noting that the subject property is located within the DCC zone, where no automobile sales are allowed. However, automobile sales would be allowed one block away and across the street in the CG zones. **Commissioner Strube** said he supports flexibility of uses as much as possible, particularly pertaining to automobile sales and service. The consensus is that there is not a lot of competition in the City because a handful of property owners control the CG zoning. There are some opportunities to create additional revenue by being more flexible. Properly maintained automotive sales would be appropriate on the main corridor of Wheaton Way or Kitsap Way where there are already currently some non-conforming uses. **Ms. Satter** commented that if automobile sales are allowed in the DCC zones on Wheaton Way, the Commission should also discuss whether or not the use would be appropriate in the other DCC zones. Part of the 2004 conversation was to reduce automobile sales along the main corridor coming into the City. Although there were existing car lots in the Charleston area, many have left in the past decade.

Commissioner Tift clarified that the proposed definition of “automobile” would include motorcycles, mopeds, boats, recreational vehicles, etc. Also, as proposed, would drive-through facilities be prohibited in the DCC zone, and the existing drive-through facilities would become non-conforming? **Ms. Satter** reviewed that in 2013 the Zoning Code was updated to allow drive-through facilities within the Wheaton/Riddell DDC and Wheaton/Sheridan DCCs, but not within Charleston or downtown.

Commissioner Tift noted that a reference to “hospital” would be added throughout the Zoning Code. He asked if there is a definition for the term, and **Ms. Satter** answered no, but said a definition could be included. In the absence of Harrison Medical Center, the community will lack a prompt care facility. He felt it would be appropriate to permit prompt care and other clinics to provide medical services to the community, and maximum flexibility will be important to encourage these uses. **Ms. Satter** said staff is proposing that “hospitals” be added as allowed uses in all zones where medical facilities are permitted.

Commissioner Tift observed that parking in the City of Bremerton is a valuable commodity. Cars still seem to play an important role in people’s lives, and he would be concerned about lowering the parking standard to just 0.5 stalls per unit. While he is not totally against the concept, additional research should be done before a final decision is made. **Ms. Satter** reviewed the draft language in BMC 20.48.100, which offers flexibility for parking reductions based on a parking impact analysis.

Chair Wofford voiced concern that it would be very difficult for a developer to recover and provide more parking after a project has been completed.

Commissioner Goodnow concern that if the parking standard is lowered or eliminated, residents would be required to park on the street. This could be a particular problem in the downtown area where there are more evening activities. While he supports the concept of reducing the number of cars, there is no guarantee that the residents attracted to the new units will come with fewer cars.

Commissioner Nerf pointed out that there are many deserted properties in the Manette area, and there would be very little impact if residents of the new units were to park on nearby streets now. However, as the area continues to develop, conflicts will likely come up. **Director Spencer** explained that the Zoning Code includes provisions that encourage joint use of parking areas. For example, a parking area could be used for commercial parking during the day and residential parking during the evening hours.

Commissioner Tift noted that the area around the former Bay Bowl has been undeveloped for a number of years, and he wouldn’t want to discourage future developers based on the parking requirement. From a development standpoint and the need to encourage development in that part of the City, he would be in favor of reducing the parking standard to 0.5 stalls per unit. However, they would have to clearly understand the potential downsides in the future, and developers would have to accept the risks.

Approved

Vice Chair Nethery voiced his opinion that flexibility to address current market trends is key. If parking problems start to arise, the City can clamp down and address the shortage if needed in the future. In the meantime, he supports flexibility to encourage development right now. **Commissioner Tift** observed that on-street parking is not even allowed in the Manette area.

Chair Wofford emphasized that, City must be flexible in the short term, but also look at the long-term picture.

Commissioner Nerf referred to the current provision that requires non-conforming signs to be replaced if more than \$50,000 of improvements are made to the site. He pointed out that interior tenant improvements can easily exceed \$50,000 without any changes to the exterior of the structure. He asked if staff is proposing that the number be increased. **Ms. Satter** answered that staff is not proposing to change the \$50,000 threshold, and there have been good examples of property owners bringing their signs into conformance as part of upgrades. The proposed amendment would include a provision that says, in the case of a natural disaster or casualty, a property owner would not be required to comply with the non-conforming provisions.

Commissioner Goodnow asked if the \$50,000 threshold was established in relationship to the cost of replacing the sign. **Ms. Satter** agreed that was part of the consideration. **Director Spencer** said the previous code was much more stringent and required that all signs be brought into conformance if any changes were made to the site. The current threshold is very high compared to where the provision started. **Commissioner Tift** recalled that the Planning Commission unanimously supported the change, which was also accepted by the City Council.

Commissioner Strube referred back to his earlier comments about a property on Wheaton Way and asked if it would be possible to change the zoning on the property from DCC to GC. **Director Spencer** pointed out that the Comprehensive Plan has already identified the property as part of the District Center Core, and the zoning maps must be consistent with what the Planning Commission recommended in the Comprehensive Plan Maps. It would be easier to change the permitted uses within the DCC zone than to change the Comprehensive Plan Map at this time. **Ms. Satter** explained that the Commission could request that staff prepare code language to allow automobile sales as a conditional use in the DCC zones. Again, **Vice Chair Nethery** pointed out that automobile sales would be allowed across the street in the CG zone. In addition, indoor automobile sales would be allowed as an outright use in the DCC zone.

Chair Wofford noted that the term "junk" is not defined. **Ms. Satter** said the term is defined in BMC 6.02, and the Code Enforcement Officer has reviewed the definition. In addition, "junk vehicles" are defined by the State.

Ms. Satter specifically requested additional direction from the Commission relative to automobile sales, parking requirements and drive-through facilities. She reminded them that staff will be preparing a draft for the public hearing, and it is easier to make the changes now rather than at the public hearing.

Ms. Satter suggested that if the Commission is interested in allowing automobile sales in DCC zones, it should probably be limited to the Wheaton/Sheridan and Wheaton/Riddell District Centers. She further suggested that a conditional use permit, with specific criteria, should be required.

VICE CHAIR NETHERY MOVED THAT THE COMMISSION DIRECT STAFF TO DEVELOP CODE LANGUAGE TO ALLOW AUTOMOBILE SALES AS A CONDITIONAL USE IN THE WHEATON/SHERIDAN AND WHEATON/RIDDELL DISTRICT CENTER CORES. COMMISSIONER STRUBE SECONDED THE MOTION.

Commissioner Goodnow asked why automobile sales were prohibited in all of the DCC zones. **Ms. Satter** said the intent was to encourage more intense uses than a car lot would provide. **Commissioner Goodnow** asked if it would be possible to limit how many car lots could be located within a particular zone. His long-term vision for Wheaton Way does not include more car dealerships. However, when there is unused space, he does not want City codes to stand in the way of someone being able to do business. **Vice Chair Nethery** asked if it would be possible to address this as part of the conditional use permit criteria. **Ms. Satter** answered affirmatively. The conditional use permit criteria could also address landscaping, view of cars, etc.

Approved

Director Spencer reminded the Commission that, up to this point, automobile sales have been prohibited in all zones in the City except the Freeway Corridor zones. The proposed amendment would allow automobile sales in all CG zones, as well.

THE MOTION FAILED BY A VOTE OF 3 TO 3, WITH COMMISSIONERS GOODNOW, NETHERY, AND STRUBE VOTING IN FAVOR AND COMMISSIONERS TIFT, NERF AND WOFFORD VOTING IN OPPOSITION.

Commissioner Nerf reminded the Commission that the City's goal is to reduce dependency on cars. He said he views parking reductions for multifamily developments favorably, but he would be opposed to allowing automobile sales in any of the DCC zones. **Commissioner Strube** commented that automobile sales provide a significant amount of tax revenue to the City. Currently, there is vacant land that is not being used, and there are opportunities to bring in additional tax dollars by allowing automobile sales on Wheaton Way.

Chair Wofford voiced concern about allowing automobile sales on one side of Wheaton Way and not the other. **Commissioner Strube** concurred. **Commissioner Tift** asked staff to explain why they are recommending that automobile sales not be allowed in the DCC zones. **Ms. Satter** said there were numerous citizen comments about automobile sales, and staff considered zones where the use might be appropriate. They recognized that the use creates significant tax revenue and felt it would be appropriate to allow in the CG zones. However, they were trying to hold the line for the DCC zones, which they want to develop into mixed use, with dense housing and a lot of economic opportunities.

Commissioner Nerf explained that DCC zones are intended to be different than CG zones. Because these two district centers have Wheaton Way as a boundary, they must recognize that development on one side of the street will be different than the other.

Vice Chair Nethery said he understands that the boundaries of the DCC zones cannot be changed at this time. However, considering the existing development on the roadway, the first 100 feet of the DCC zone on Wheaton Way relates more to the commercial uses on the highway than to the district or neighborhood behind it. While he understands the need to preserve the neighborhoods and DCC's, they must also recognize that the border of the DCC is the second largest main thoroughfare in the City. While they cannot change the boundaries of the DCC, they can allow automobile uses in the DCC zones along Wheaton Way as a conditional use.

Director Spencer suggested that staff could develop language for the Commission's consideration at the public hearing. Rather than including the draft language as part of the public hearing draft, it could be included in the staff's presentation as a separate potential amendment. If appropriate, a Commissioner could then move to bring the amending motion into the draft.

AFTER FURTHER DISCUSSION, CHAIR WOFFORD CHANGED HIS VOTE AND THE MOTION CARRIED 4 TO 2, WITH COMMISSIONERS GOODNOW, NETHERY, STRUBE AND WOFFORD VOTING IN FAVOR AND COMMISSIONERS TIFT AND NERF VOTING IN OPPOSITION.

Ms. Satter reminded the Commission that the parking standard for the Downtown Core (DC) is set at 0.5 stalls per unit. The Commission could direct staff to change the Table in BMC 20.48.040 to apply the reduced parking standard to some or all of the centers zones, as well.

COMMISSIONER STRUBE MOVED THAT THE COMMISSION AMEND TABLE ITEM #7 IN BMC 20.48.040 TO REDUCE THE PARKING REQUIREMENT FROM 1 PARKING SPACE PER DWELLING UNIT TO 0.5 PARKING SPACE PER DWELLING UNIT FOR ALL MULTI-UNIT RESIDENTIAL DEVELOPMENT LOCATED WITHIN A CENTER. VICE CHAIR NETHERY SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

Director Spencer recalled that the Commission spent a lot of time working on the drive-through provisions, and staff is quite happy with the changes that were made based on the design standards and the goal to make everything pedestrian friendly. She is not as concerned about expanding drive-through facilities to other DCCs zones given that there are a number of design standards already in place to protect pedestrians and make good building design choices. **Ms. Satter** referred to the design requirements for drive-through facilities contained in BMC 20.44.120. She explained that drive-through facilities are

Approved

currently allowed in all commercial and industrial uses, except in the Neighborhood Center. They are prohibited in DCC zones, except where there is direct access from either Wheaton Way or Kitsap Way.

The Commission did not propose any changes to the drive-through facility provisions.

BUSINESS MEETING

Chair Report

Chair Wofford did not have any items to report.

Director Report

Director Spencer reiterated that Ms. Satter has done phenomenal work on the Comprehensive Plan update and Zoning Code amendments. Typically, cities have to pay consultants significant amounts of money to prepare the updates and amendments, and Ms. Satter has done the work in house.

Director Spencer advised that the draft text for the Zoning Code amendments has been prepared and notebooks were handed out. With the exception of the changes that were made by the Commission at this workshop, the document is available for the Commission's review prior to the public hearing. Language to incorporate the Commission's most recent changes will be available a week before the hearing on April 19th, and a public hearing before the City Council is scheduled for May 18.

Ms. Satter said the subarea plan amendments that were discussed during her presentation were included at the end of the public hearing draft.

Old Business

There was no old business on the agenda.

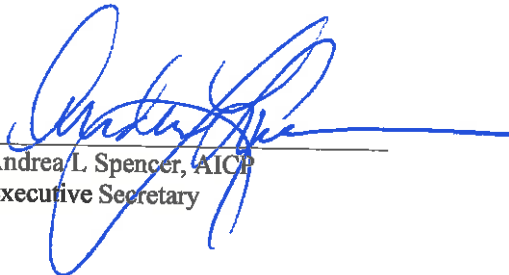
New Business

There was no new business on the agenda.

ADJOURNMENT

The meeting was adjourned at 7:19 p.m.

Respectively Submitted by:


Andrea L. Spencer, AICP
Executive Secretary


Nick Wofford, Chair
Planning Commission

Approved